

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A compression ratio control method adopted in an internal combustion engine comprising the steps of:

providing a driving source that generates a rotational driving force to vary a compression ratio, a transmission module that transmits the rotational driving force, and a compression ratio varying mechanism that receives the rotational driving force transmitted by said transmission module;

actuating said compression ratio varying mechanism to drive at least one of a piston head and a crank casing ~~against a combustion pressure~~along the axis line of the cylinder, so as to ~~change a positional relation between said piston head and said crank casing~~ and vary a volume of a combustion chamber, in order to vary the compression ratio;

producing a pressing force, which is to be applied to said piston head and said crank casing, ~~according to the change of the positional relation between them~~according to the driving state of them, in the course of actuation of said compression ratio varying mechanism to vary the compression ratio; and

applying the pressing force to said piston head and said crank casing to reduce a transmission torque of the rotational driving force of said driving source by said transmission module, thereby assisting said compression ratio varying mechanism to vary the compression ratio.

2. (Currently Amended) An internal combustion engine that varies a compression ratio, said internal combustion engine comprising:

a driving source that generates a rotational driving force to vary a compression ratio;

a transmission module that transmits the rotational driving force;

a compression ratio varying mechanism that receives the rotational driving force transmitted by said transmission module, drives at least one of a piston head and a crank casing along the axis line of the cylinder with the received rotational driving force, so as to ~~change a positional relation between said piston head and said crank casing and~~ vary a volume of a combustion chamber, thereby varying the compression ratio; and

a pressing module that produces a pressing force, which is to be applied to said piston head and said crank casing,

in the course of actuation of said compression ratio varying mechanism to vary the compression ratio, said pressing module producing the pressing force according to the ~~change of the positional relation between~~ driving state of said piston head and said crank casing and applying the pressing force to said piston head and said crank casing to reduce a transmission torque of the rotational driving force of said driving source by said transmission module, thereby assisting said compression ratio varying mechanism to vary the compression ratio.

3. (Currently Amended) An internal combustion engine in accordance with ~~claim 2~~ claim 9, wherein said pressing module applies the pressing force to the two mechanical members, such that the pressing force is combined with a first force, which is produced by a combustion pressure to be involved in the transmission of the rotational driving force to said compression ratio varying mechanism by said transmission module, and with a second force, which is produced by actuation of said compression ratio varying mechanism to be involved in the transmission of the rotational driving force, to reduce the transmission torque.

4. (Original) An internal combustion engine in accordance with claim 3, wherein said pressing module comprises a spring mechanism that has a spring characteristic regulated

to supplement the first force in an actuation state of said compression ratio varying mechanism to decrease the compression ratio.

5. (Original) An internal combustion engine in accordance with claim 3, wherein said pressing module comprises a spring mechanism that has a spring characteristic regulated to relieve the first force in an actuation state of said compression ratio varying mechanism to increase the compression ratio.

6. (New) An internal combustion engine in accordance with claim 1, wherein said compression ratio varying mechanism drives at least one of the piston head and crank casing, so that the relative position of them changes along the axis line of the cylinder of the combustion chamber.

7. (New) An internal combustion engine in accordance with claim 6, wherein the pressing force is applied along the moving direction of the piston head and crank casing.

8. (New) An internal combustion engine in accordance with claim 2, wherein said compression ratio varying mechanism drives at least one of the piston head and crank casing, so that the relative position of them changes along the axis line of the cylinder of the combustion chamber.

9. (New) An internal combustion engine in accordance with claim 8, wherein the pressing force is applied along the moving direction of the piston head and crank casing.